PRESERVATION PLAN AMENDMENT

Lowell, Massachusetts, considered by historians to be America's most significant planned industrial city of the nineteenth century, has transformed itself from a depressed mill town into a vibrant community through a revitalization strategy based on the premise that economic development and historic preservation could be compatible.

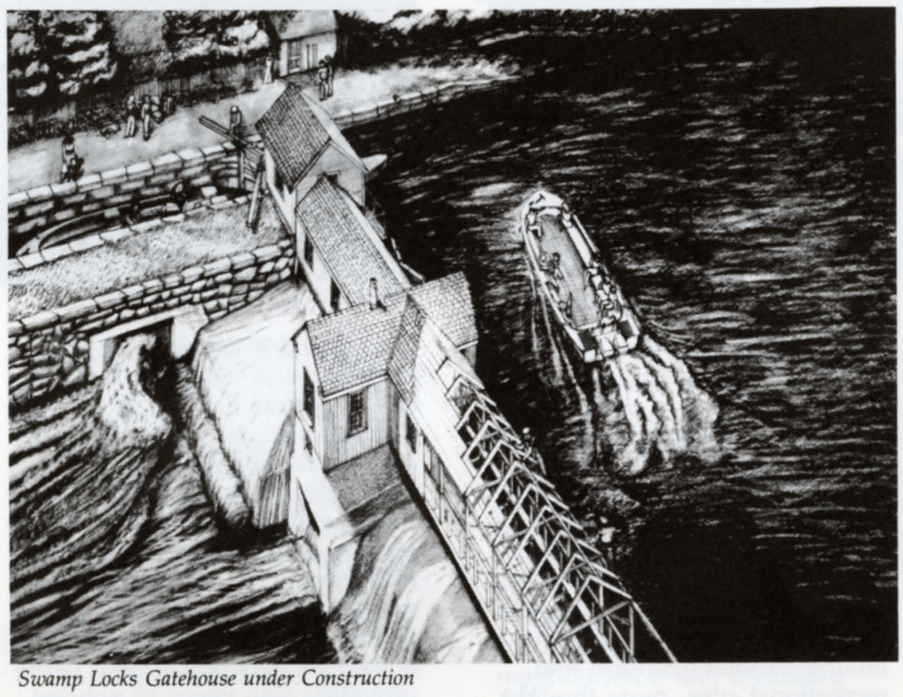
In 1977, community leaders asked Congress to create the Lowell National Historic Park as the centerpiece of their efforts to preserve their rich cultural heritage and call attention to the phenomenon of nineteenth century engineering, human effort, and city planning that is Lowell. P.L. 95-290 established the National Park and the Lowell Historic Preservation Commission (LHPC), a 15-member board charged with implementing key components of the Park as well as acting in an advisory capacity to the Secretary of the Interior.

In 1987 legislation was enacted to extend the life of the LHPC until 1995, seven years beyond its original termination date in 1988. The extension was requested so that the LHPC could continue as an active member of a partnership which over the last ten years was responsible for the rehabilitation of over 160 historic structures and the creation of extensive public programs to preserve and interpret the city's cultural resources.

Though the goals of early cultural park proponents have largely been met, a number of important elements have not yet received the attention they deserve. The LHPC reauthorization proposal focused on two of these: the Canalway and Folklife. The *Preservation Plan Amendment* (LHPC, 1989) describes why these programs are critical to meeting the goals of the Park legislation, and how the LHPC would implement them. The purpose of this newsletter is to summarize the LHPC's proposed activities for the next seven years.

LHPC's Unique Role in the New Lowell

The Lowell Historic Preservation Commission is truly a one-of-a-kind agency. Unlike traditional park advisory commissions, the LHPC was designed as an entity



Swamp Locks Gatehouse under Construction

that would be funded to actively carry out its legislative mandate. With local, state, and federal government, as well as private sector representatives, the LHPC was authorized by Congress to develop a number of properties within the Lowell National Historical Park and to ensure continuity with prior community efforts. LHPC responsibilities include the admininstration of a 583-acre preservation district with the 137-acre National Park at its core. An agency of the Department of the Interior, the LHPC bridges the gap between the Park agencies and the community by implementing aspects of the legislation which differed from the traditional National Park Service policies. The legislation recognized that new mechanisms would be necessary to develop a park where there was to be minimal federal ownership of land or buildings. Special tools provided for the LHPC included grant and loan programs for private developers, broad leasing and acquisition authorities, the capabilities to develop a rail transportation system and cultural support programs.

The 1981 *Preservation Plan* laid out an ambitious program for the agency to carry out mandated programs. Two LHPC activities described in the plan — the creation of a grant and loan program, and the implementation of a transportation system — are summarized below.

GRANTS AND LOANS: LHPC grants and loans for historic preservation and cultural projects have been instrumental in changing Lowell's image from that of a down-and-out mill town to an internationally acclaimed tourist destination. The building grant and loan program has funded 45 historic rehabilitations of nationally significant structures.

All buildings, structures and sites in the original 583-acre Preservation District were evaluated and indexed. Grants and loans may only be awarded to buildings ranked "A" on the *Preservation Plan's* index of nationally significant structures. Some minor additions were made to the District in 1988 *(see Map 1)*. These lands are now undergoing evaluation and will be added to the index soon.

While many of the nationally significant structures in Lowell have been preserved and restored, much remains to be done. The Preservation District includes some 380 buildings in the "A" category as well as many considered locally important. The completed projects are mostly commercial buildings downtown. Only a handful of canalside facades have been done. Several large mill complexes along the canals are still unrehabilitated, and will require attention if these historic resources are to be preserved and interpreted.

TRANSPORTATION: The *Preservation Plan* called for the LHPC to establish a transportation system using existing industrial railroad tracks. The goal was to allow Park visitors to enjoy the historic district and canals without adding more cars to an already congested downtown.

The Park Trolley system, through cooperative agreements with the Boston and Maine Railroad, began full operation in 1984. The basic system was expanded in 1988 to connect to the Suffolk Mills and Eastern Canal Park, newly developed features of the National and State Parks *(see Map 2)*. Routes were devised to bring people within a few steps of the principal National Park Service facilities.

While the existing trolley system is adequate in terms of capacity and routes for the time being, several alternatives exist for its expansion in the future. One of these is an extension to the Lawrence Mills, which would link the downtown with University of Lowell facilities. Another opportunity worth further study is the proposed connection to the main commuter rail line between Boston and Concord, N.H. The Lowell industrial spur now meets the main line just north of the Lowell Passenger station (Gallagher Terminal). If the rest of the spur were electrified, trolleys could meet scheduled passenger trains, allowing for much better access to the National Park by public transportation.

The Next Seven Years

The programs proposed for the LHPC's new agenda are all within its original legislative mandate. The focus of this agenda is the canal system and cultural affairs. The canal system is included in the Preservation District administered by the LHPC and is listed as an important national historical resource for protection. Similarly, the legislation directed the LHPC to "provide for educational and cultural programs to encourage appreciation of the resources of the park and preservation district." The Canalway and Cultural Affairs programs will ensure that Lowell National Historical Park truly carries out the original proposal of the Report of the Lowell Historic Canal District Commission, incorporated by reference into P.L. 95-290.

THE CANALWAY

The Canalway is a proposed system of walkways along the canals that will make them more attractive and accessible. It will offer great opportunities for cultural and recreational activities

and promote further historic preservation and economic development. Portions of the Canalway have already been built but much remains to be done. While boats can travel through large stretches of the system, their route is interrupted by an unrestored lock complex. Attractive walkways surround certain sites but do not connect with each other. Waterfront buildings downtown and in the neighborhoods face away from the canals, treating them as hidden alleys.

The Canalway is organized into a downtown inner loop about one mile long and an outer loop that links up with a transportation system of canal boats and Park trolleys *(see Map 3)*. Development of the Canalway will encourage greater use of the water for boating and the banks for cultural, interpretive, and commercial activity. The Canalway reaches out into the neighborhoods and reinforces the notion of the city as a park. The inventory maps included in the *Preservation Plan Amendment* show existing conditions in 1989 and where the proposed Canalway paths will be located.

A certain amount of the Canalway is complete or nearing completion through the efforts of the Heritage State Park, City of Lowell, National Park Service, Lowell Plan, and Lowell Historic Preservation Commission. The downtown inner loop infrastructure will be complete in the near future with several major projects in final design or construction. These include: Boarding House Park and Boott Canalway, Eastern Canal Park, Prescott Way at Lower Locks, and Pawtucket Canalway at Canal Place. The only major unfinished piece of the inner loop is the Swamp Locks area, although several other portions need additional work to make them more suitable for recreational use.

The outer loop and neighborhood reaches are far more problematic. Areas needing attention are: Northern Canalway Walkway, a dramatic historic landscape; Pawtucket Canal, a linear park which needs screening from abutting industrial properties; the Thorndike/Dutton Streets intersection where the Sampson Connector roadway makes difficult pedestrian connections; and the area around the junction of the Pawtucket Canal and the Merrimack River where there is a gap in the public right-of-way. These are identified on the accompanying maps.

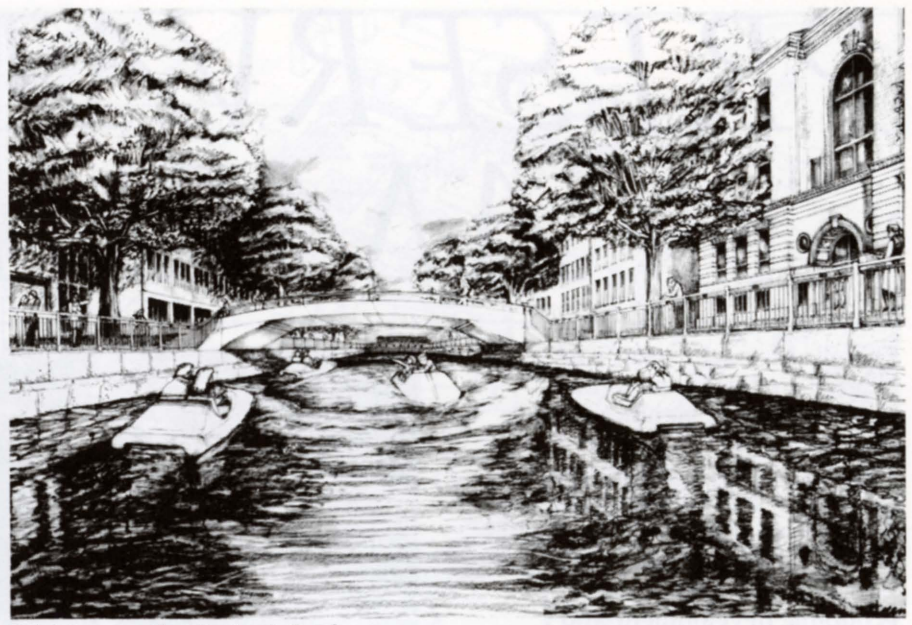
Beyond the outer and inner loops of the Canalway are an additional mile and a half of canals that pass through historic residential and industrial neighborhoods. While not on the primary connected pathway system, these canals — part of the Western, the Hamilton, and the Lawrence — should not be overlooked. Each offer recreational, cultural, and interpretive opportunities and need to be included in the development of signage and maintenance programs. Private and institutional owners bordering these canals will be encouraged to develop their water-facing building facades and to build walkways and amenities for their users.

As the Canalway is developed further, policies will have to be put into effect concerning its maintenance. The Canalway portions now accessible to the public are not maintained by a single entity. If the Canalway is to become a continuous path linking various historical and recreational sites, more thought will have to be given to permanent mechanisms for managing the walkways.

Another important issue involves programming the parks and the public spaces along the Canalway. Events along the Canalway will make it come alive. While there exist several means of controlling permanent developments along the Canalway and use of the water, there is currently no oversight group to sponsor programs. As part of its mandate, the LHPC is working on programs for its demonstration project sites and cooperating with other groups on public art and events.

While the entire canal system is extremely important and will continue to be monitored in its entirety, certain high priority sites have been identified for public actions within the next seven years. These areas are described below and are shown on Map 4 as well as the inventory maps 5-13.

SWAMP LOCKS: The Swamp Locks on the Pawtucket Canal are the last unrestored transportation locks on the canal system. Tour boat passengers travelling from the Lower Locks to the Merrimack River must debark here and walk through an unembellished twentieth century industrial facility to reach another boat that travels along the upper level of the canal. This arrangement is unattractive, inefficient, and disruptive to the visitor experience *(see Map 5)*. The Swamp Locks are the first view most arriving visitors have of the canal system as they arrive at the Park Visitor Parking



Pedal Boats on the Merrimack Canal

Lot. This is also the main transfer point between canal boats and the Park Trolley. Though disrupted now with the construction of the Sampson Connector, this area will soon be highly visible to everyone entering the city from the interstate highways. This area could be a wonderful visual announcement of the Park with colorful trolleys, a restored gate house, and paths providing fine views of ponded and rushing water.

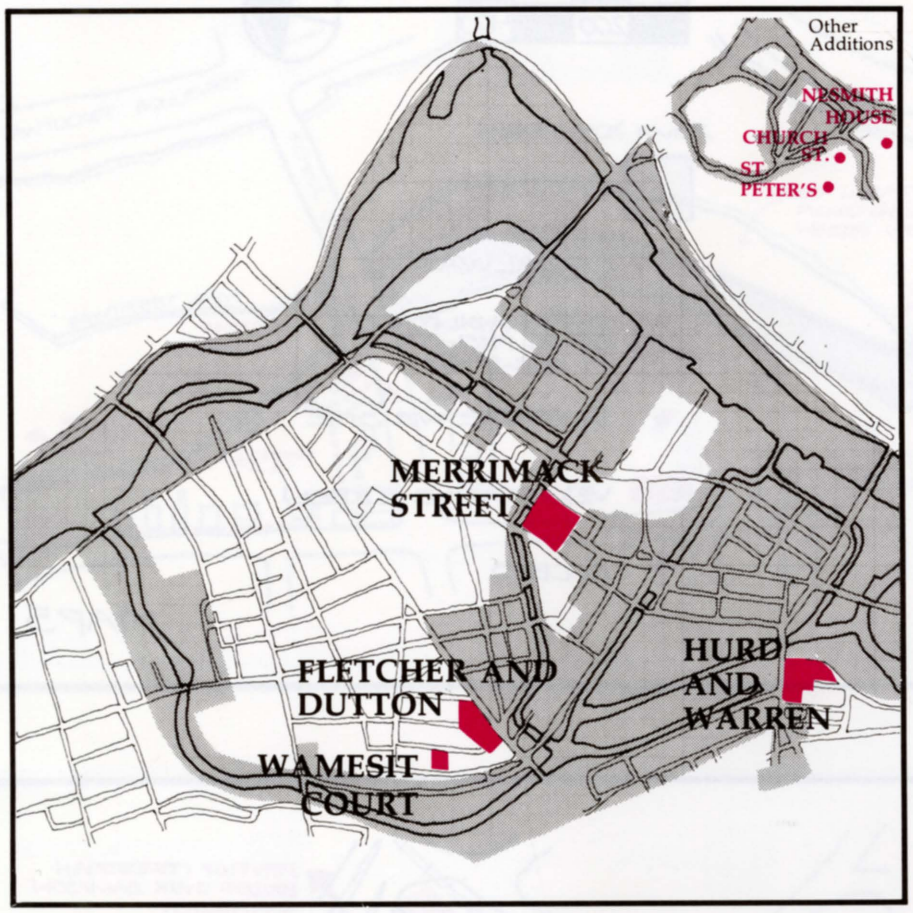
UPPER PAWTUCKET CANAL: Because of its history as a transportation canal, the Pawtucket has a very different character from the more rectilinear downtown power canals *(see Maps 6 & 7)*. It curves through wooded rocky terrain and seems more like a scenic river than an industrial artifact. The canal's 1.7 mile towpath has been acquired by the Commonwealth of Massachusetts to become part of the Heritage State Park. Part of the towpath has been transformed into a linear park, but other portions are still blighted by junked cars, rotting fences, and rear views of industrial buildings that treat the canal as their back alleys. A major task facing the Park agencies is working with abutters to remove debris from the right-of-way and screen the properties from pedestrian view.

The two most significant proposed programs for this area are community gardens and folklife programs. The gardens would encourage Lowellians of many national and ethnic backgrounds to grow trees and plants of their native or ancestral lands. Folklife programs will be sites or activities dedicated to particular ethnic or national groups. They would help reveal the special character of neighborhoods along this part of the Canalway.

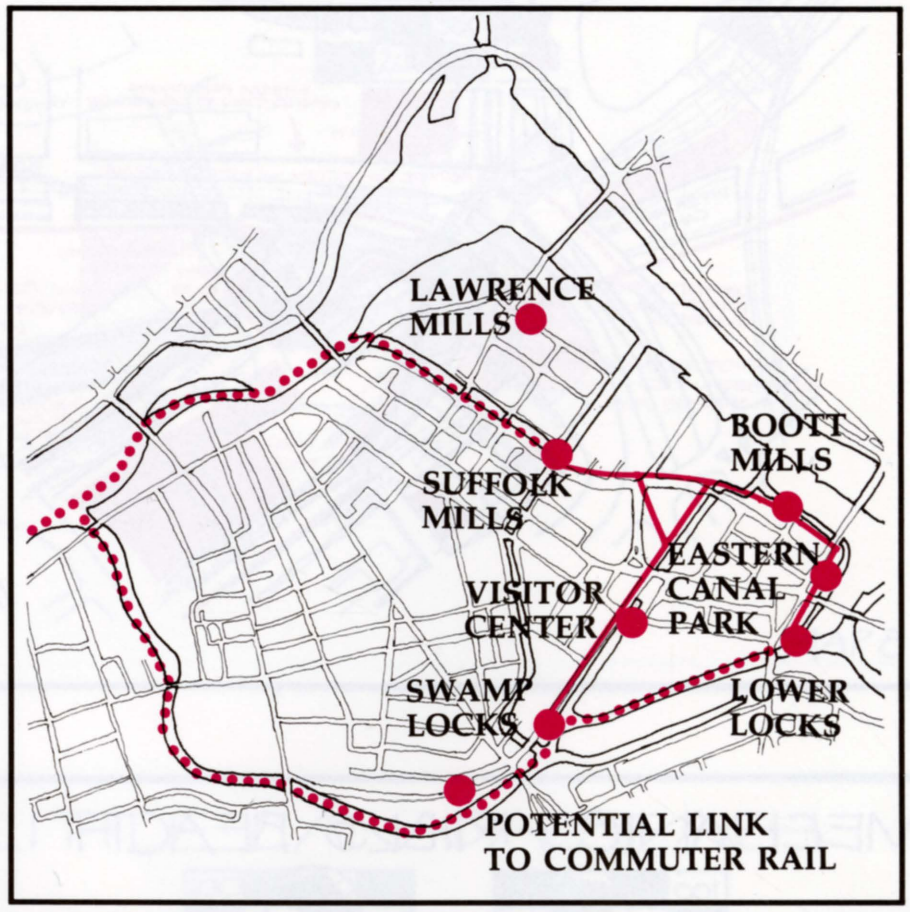
NORTHERN CANAL WALKWAY: Another unfinished portion of the outer loop is the Northern Canal Walkway, one of the city's most unusual and dramatic places *(see Maps 8 & 9)*. Completed in 1848 when the Northern Canal was constructed parallel to the Merrimack River, the walkway tops the massive 36 foot high granite "Great River Wall" that holds the canal water above the lower rapids of Pawtucket Falls. It is the most impressive sight on the canal system. Closed to the public for the last several years, this portion of the Canalway needs railings and refurbishment to meet safety standards.

MERRIMACK CANAL: The Merrimack Canal is one of the few portions of the canal system where the water does not flow quickly, and where no below-surface penstocks create dangerous currents *(see Map 10)*. The quiet water provides an ideal opportunity to increase recreational opportunities. With minimal repairs to the nearby control gates, water levels could be kept very steady to allow activities like pedal boating, radio-controlled model boating, and maybe even ice skating. While Lucy Larcom Park is considered part of the inner loop of the Canalway, connections need to be improved to the rest of the pathway system and the park generally upgraded. This area also needs attention to canalside fencing, particularly along the railroad right-of-way where existing fences are deteriorated and unsafe.

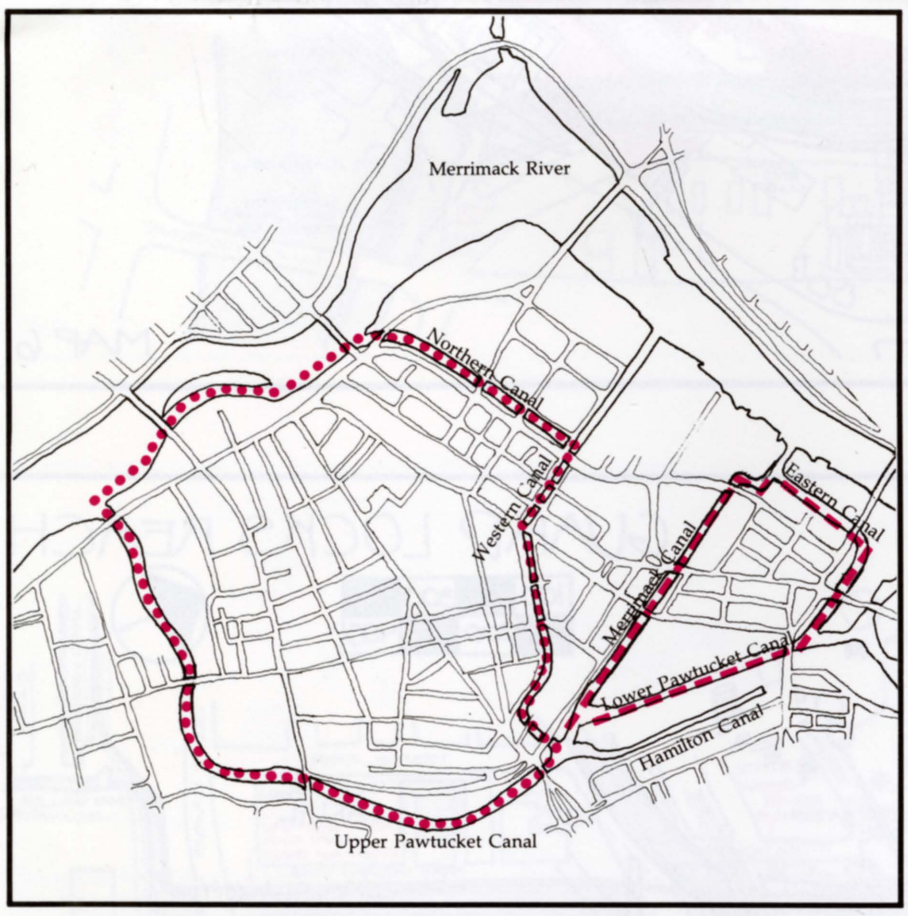
WESTERN CANAL: The Western Canal was the focus of an early City plan to create walkways and a linear park for the residents of the Acre neighborhood. Built in the 1960's, the park is in need of upgrading. Future maintenance



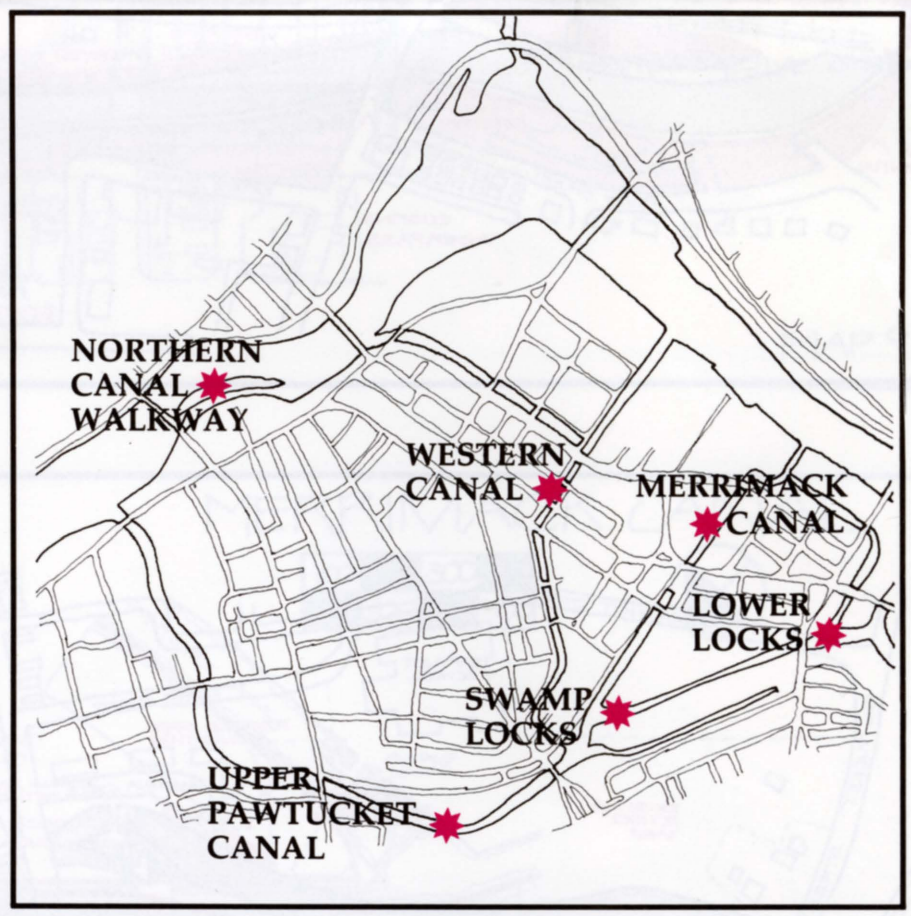
MAP 1
Boundary Changes
Preservation District
District Additions



MAP 2
Transportation System
Park Trolley
Potential Trolley Extension
Canal Boat
Terminus

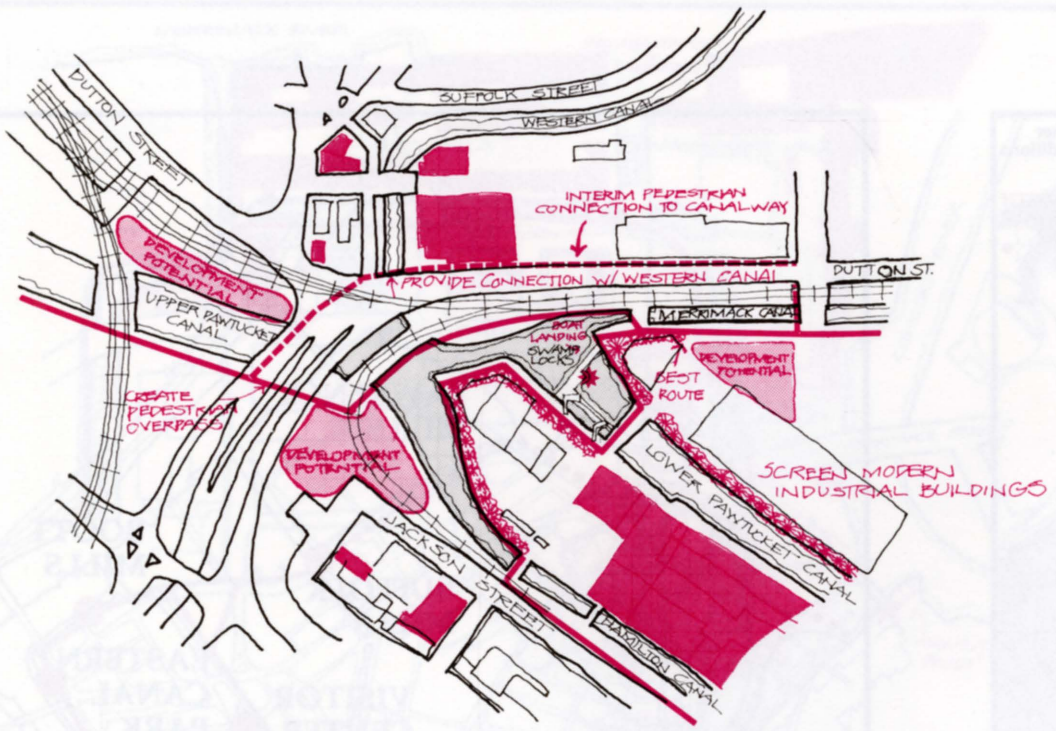


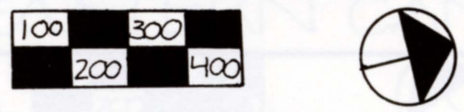
MAP 3
The Canalway
Inner Loop
Outer Loop



MAP 4
Key Sites

SWAMP LOCKS





CANAL

CANALWAY

UNREHABILITATED CANALFRONT 'A' BUILDING

INTERPRETIVE SITE

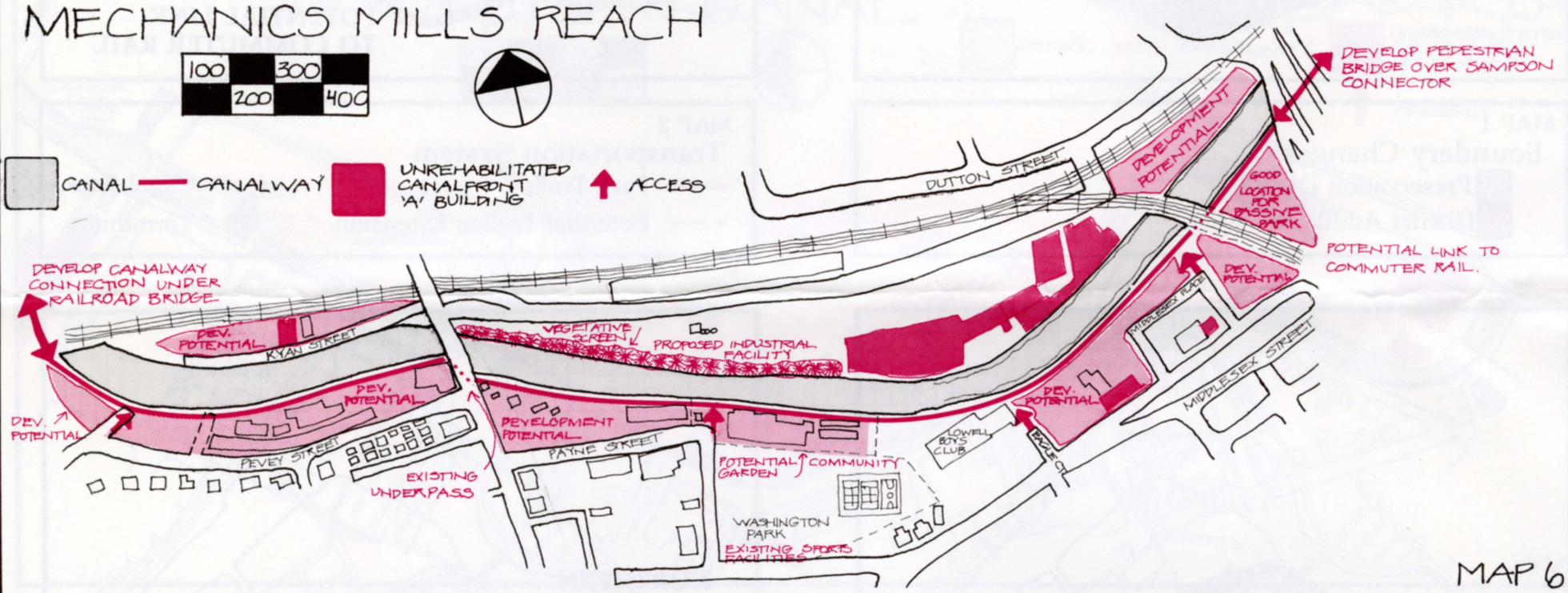
VEGETATIVE SCREEN

ACCESS

MAP 5

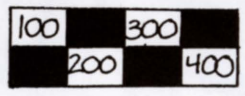
MECHANICS MILLS REACH

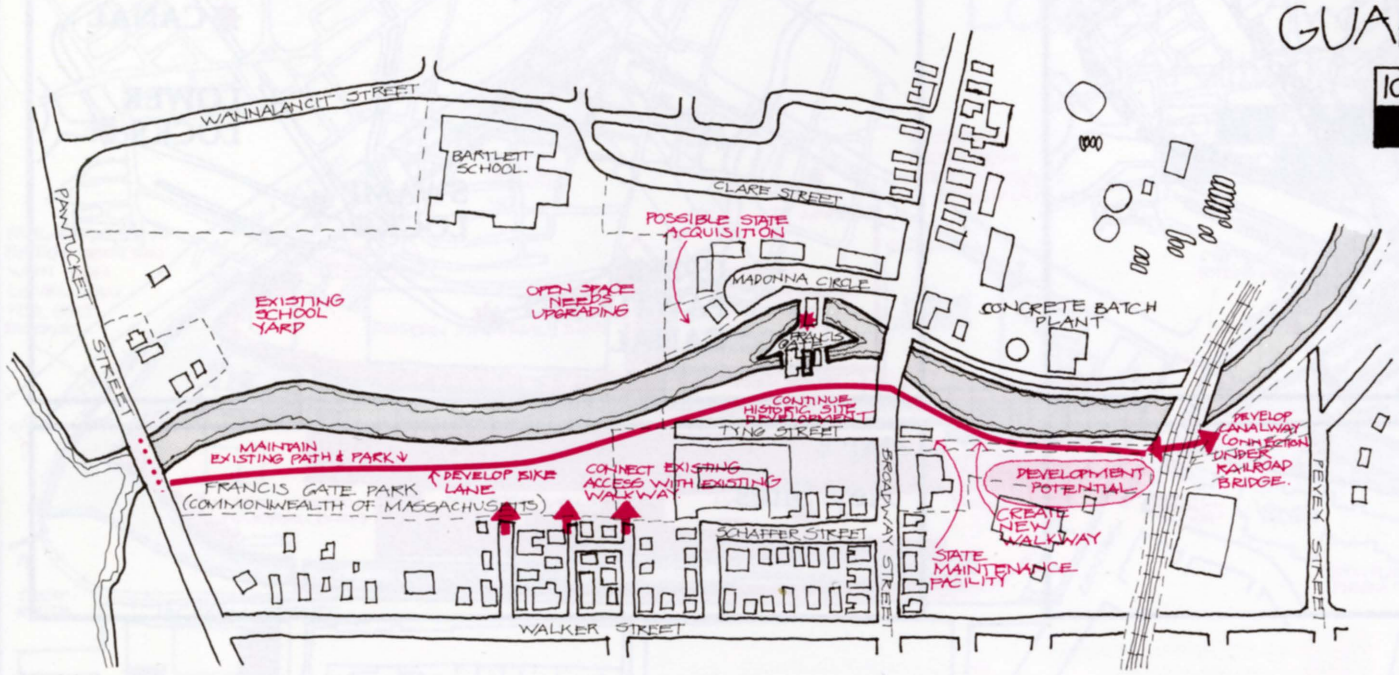
CANAL — CANALWAY — UNREHABILITATED CANALFRONT 'A' BUILDING — ACCESS



MAP 6

GUARD LOCKS REACH





CANAL

CANALWAY

INTERPRETIVE SITE

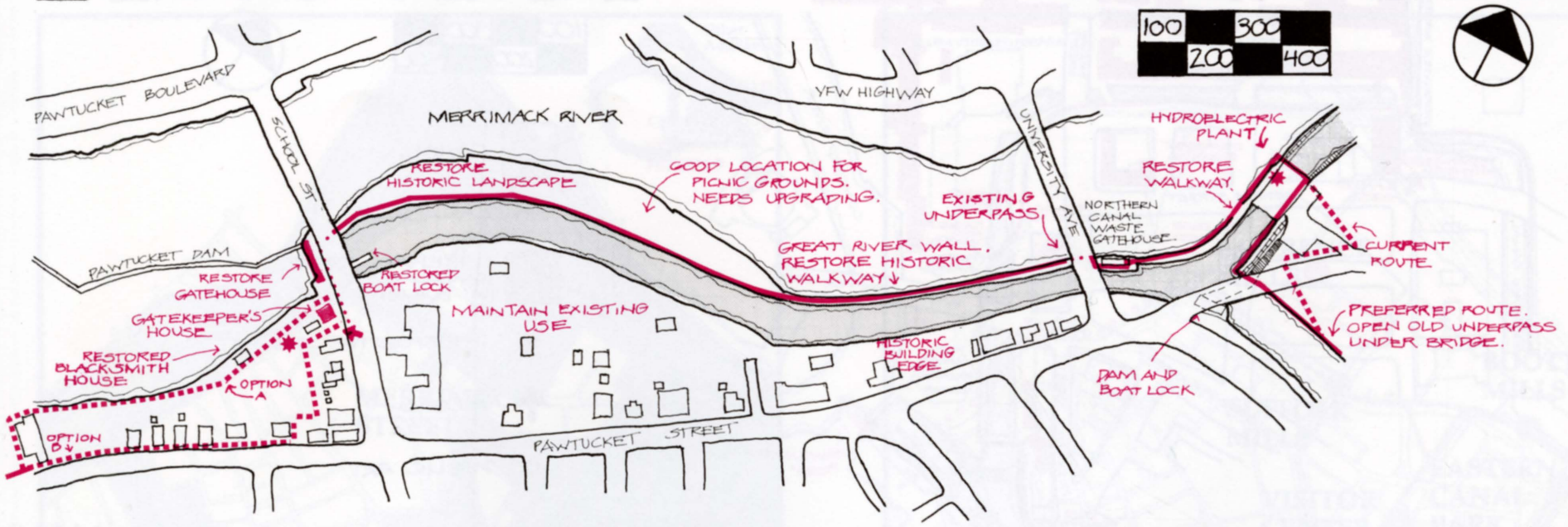
ACCESS

MAP 7

CANAL — CANALWAY ✸ INTERPRETIVE SITE ⬆ ACCESS

RIVER WALL REACH

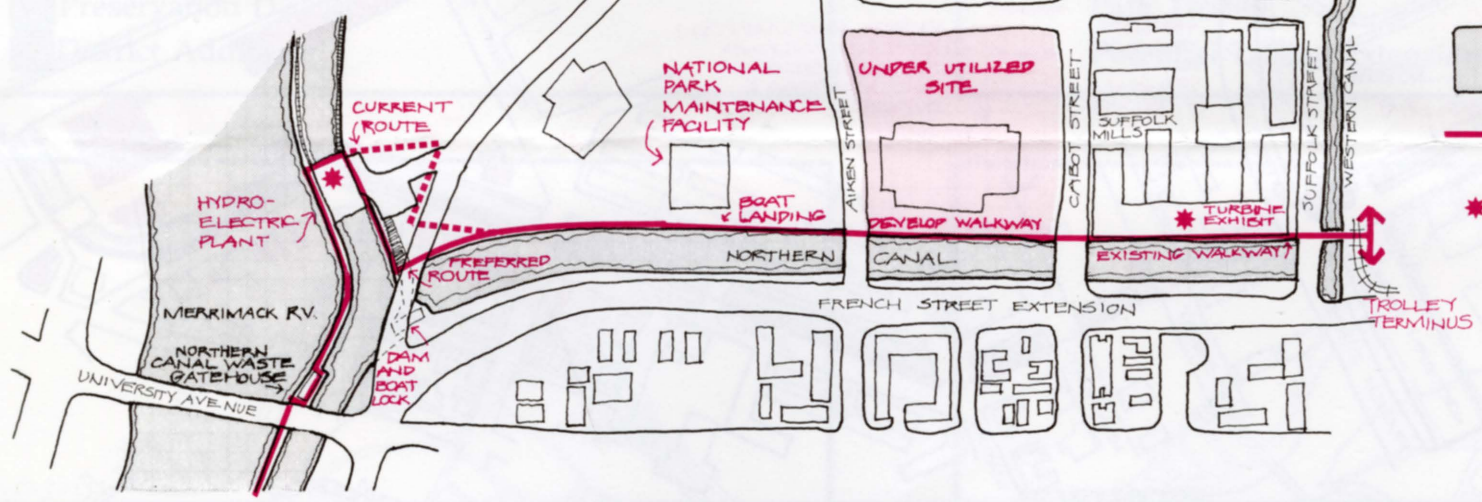
100 300 200 400



MAP 8

LITTLE CANADA REACH

100 300 200 400



CANAL

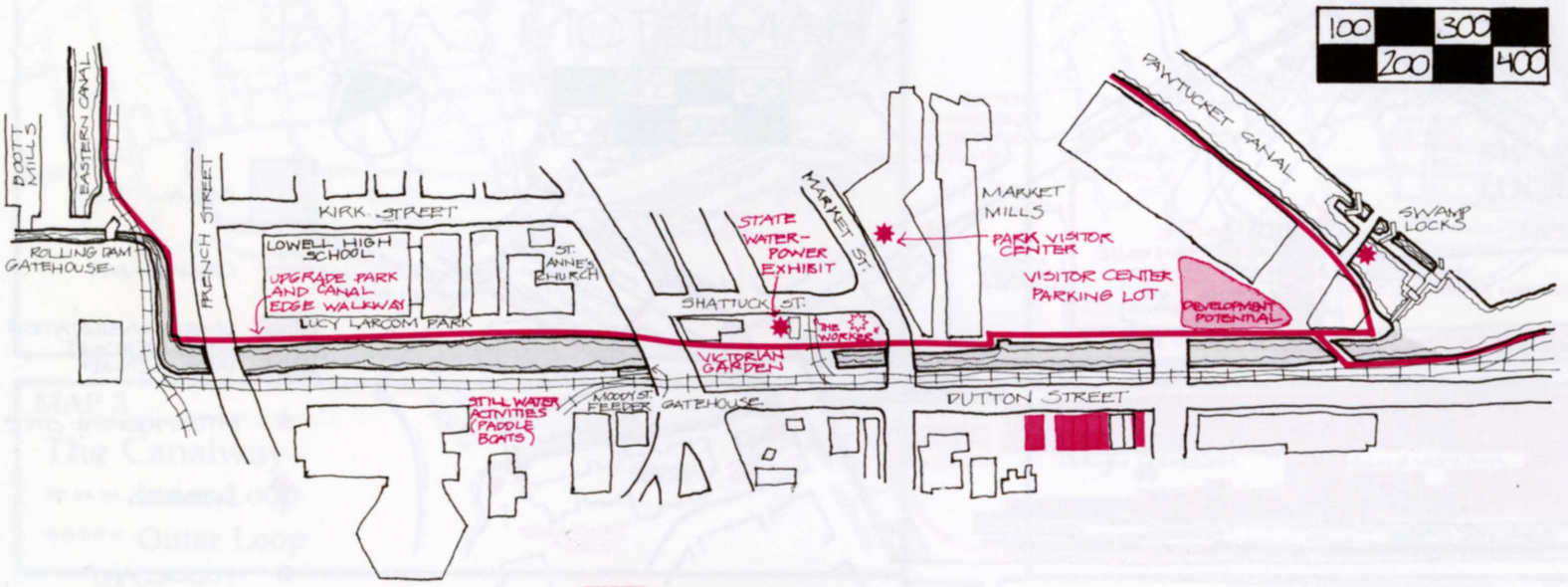
CANALWAY

✸ INTERPRETIVE SITE

MAP 9

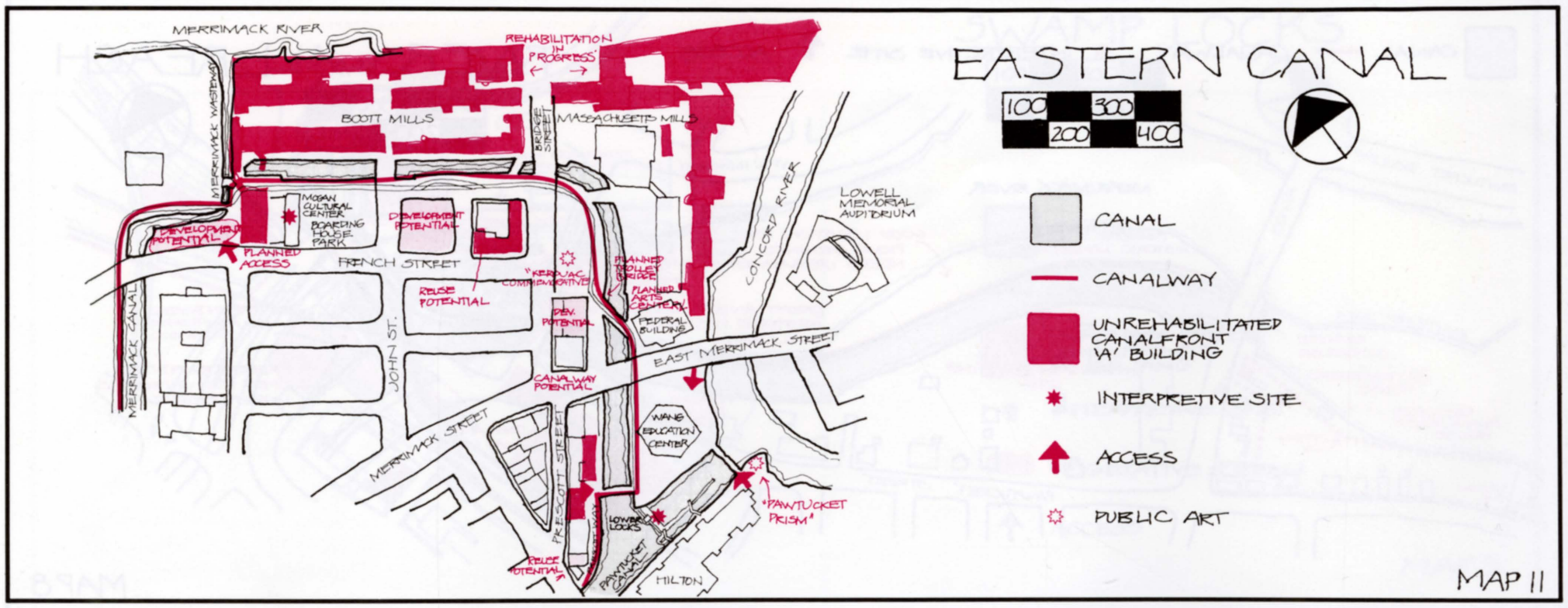
MERRIMACK CANAL

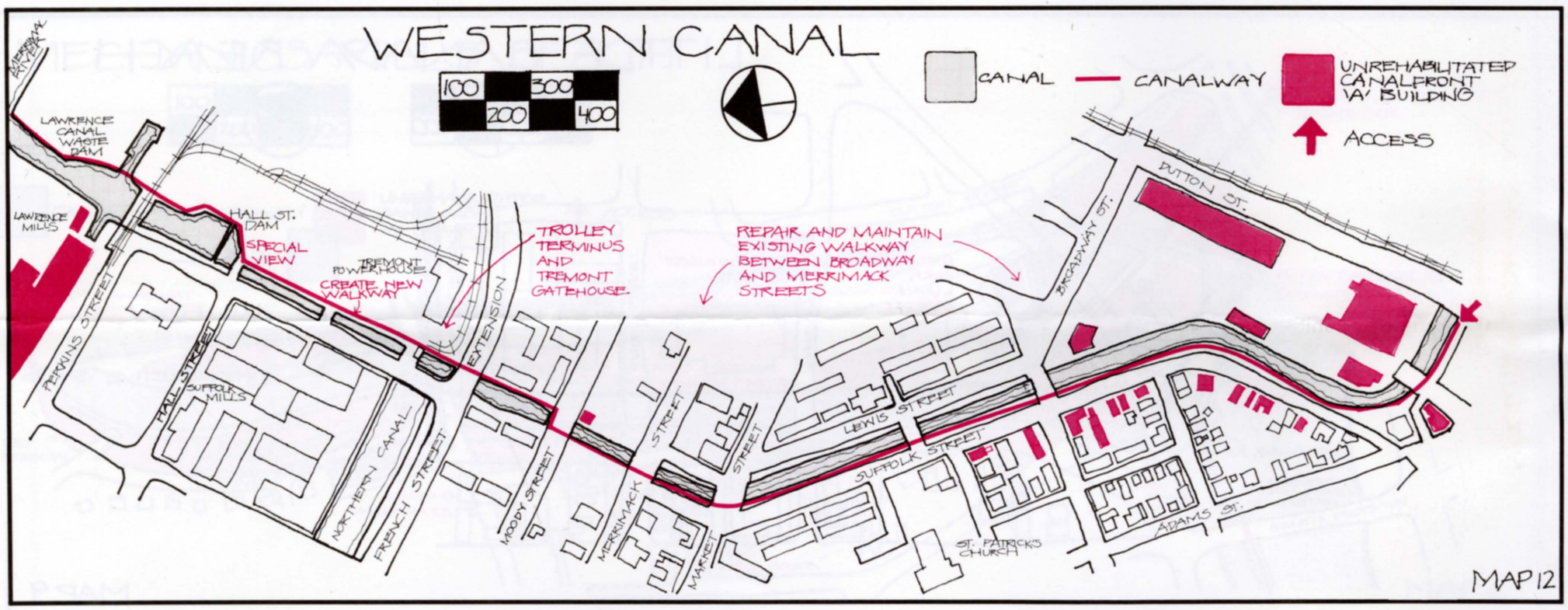
100 300 200 400

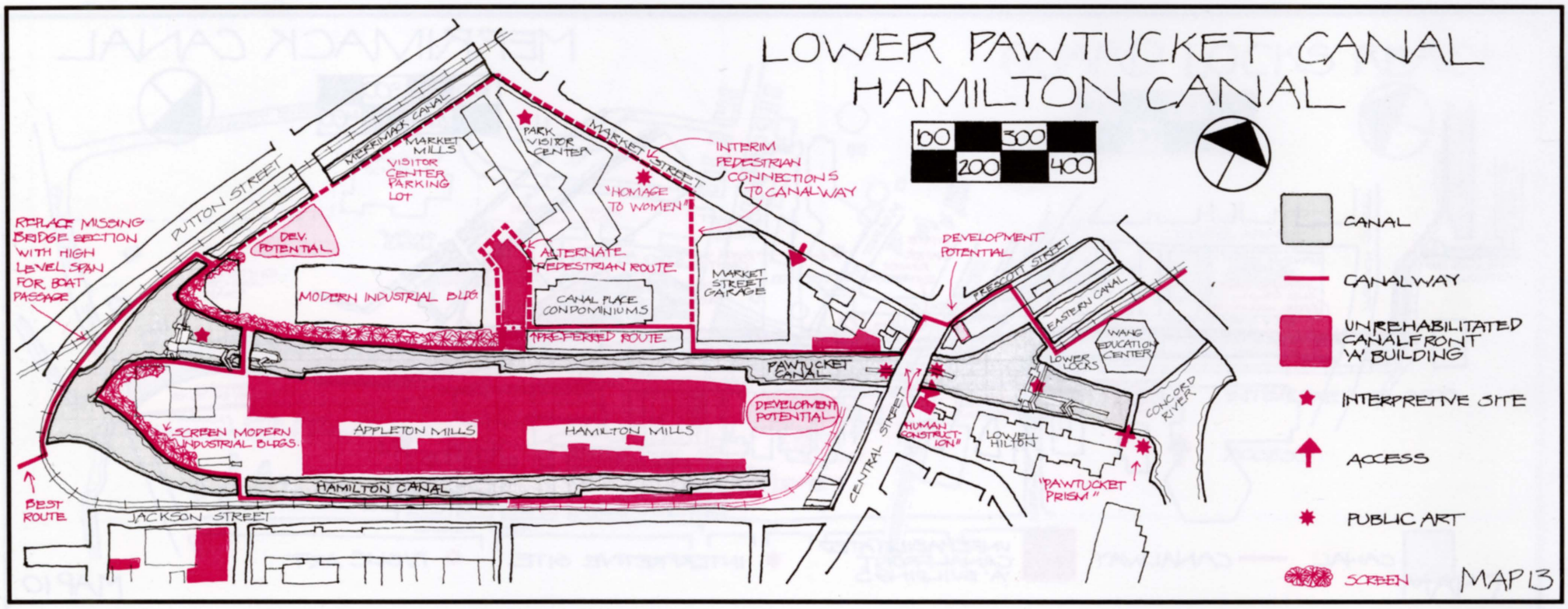


CANAL — CANALWAY ▬ UNREHABILITATED CANALFRONT 'A' BUILDINGS ✸ INTERPRETIVE SITE ✲ PUBLIC ART

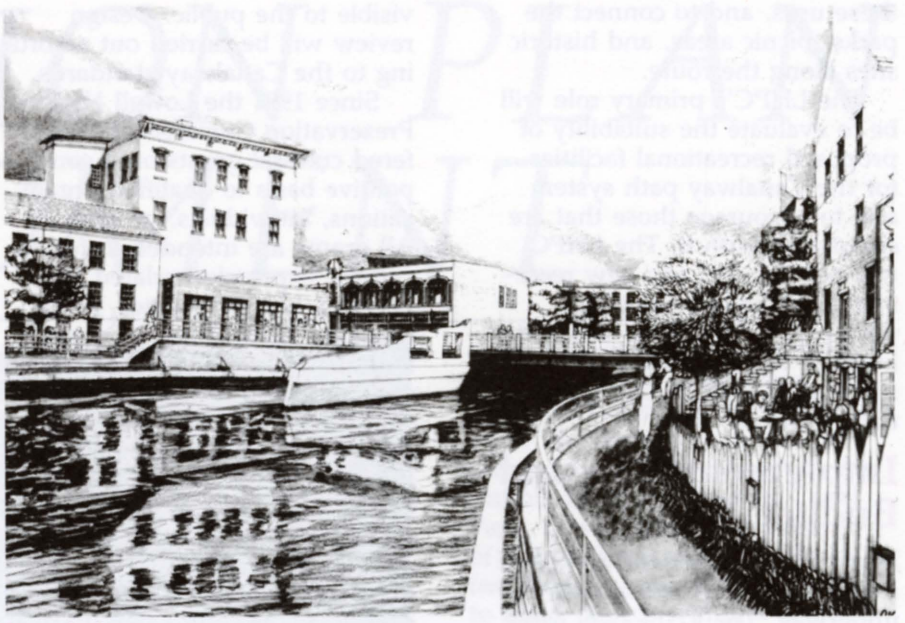
MAP 10


EASTERN CANAL
100
200
300
400
CANAL
CANALWAY
UNREHABILITATED CANALFRONT 'A' BUILDING
INTERPRETIVE SITE
ACCESS
PUBLIC ART
MERRIMACK RIVER
REHABILITATION IN PROGRESS
BOOTT MILLS
MASSACHUSETTS MILLS
BRIDGE STREET
MERRIMACK WASTEWAY
MOSAN CULTURAL CENTER
BOARDING HOUSE PARK
DEVELOPMENT POTENTIAL
PLANNED ACCESS
FRENCH STREET
"KEROUAC COMMEMORATIVE"
REUSE POTENTIAL
PLANNED ROLLER BRIDGE
PLANNED ARTS CENTER
FEDERAL BUILDING
CONCORD RIVER
LOWELL MEMORIAL AUDITORIUM
MERRIMACK CANAL
JOHN ST.
DEV. POTENTIAL
EAST MERRIMACK STREET
CANALWAY POTENTIAL
MERRIMACK STREET
PRESCOTT STREET
WANG EDUCATION CENTER
"PAWTUCKET PRISM"
LOWER LOCKS
REUSE POTENTIAL
PAWTUCKET CANAL
MILTON
MAP 11


WESTERN CANAL
100
200
300
400
CANAL
CANALWAY
UNREHABILITATED CANALFRONT 'A' BUILDING
ACCESS
MERRIMACK RIVER
LAWRENCE CANAL WASTE DAM
LAWRENCE MILLS
HALL ST. DAM
SPECIAL VIEW
TREMONT POWERHOUSE
TROLLEY TERMINUS AND TREMONT GATEHOUSE
CREATE NEW WALKWAY
REPAIR AND MAINTAIN EXISTING WALKWAY BETWEEN BROADWAY AND MERRIMACK STREETS
PUTTON ST.
BROADWAY ST.
PERKINS STREET
HALL STREET
SUFFOLK MILLS
NORTHERN CANAL
FRENCH STREET
EXTENSION
MOODY STREET
MERRIMACK STREET
MARKET STREET
LEWIS STREET
SUFFOLK STREET
ST. PATRICKS CHURCH
ADAMS ST.
MAP 12


LOWER PAWTUCKET CANAL
HAMILTON CANAL
100
200
300
400
CANAL
CANALWAY
UNREHABILITATED CANALFRONT 'A' BUILDING
INTERPRETIVE SITE
ACCESS
PUBLIC ART
SCREEN
REPLACE MISSING BRIDGE SECTION WITH HIGH LEVEL SPAN FOR BOAT PASSAGE
PUTTON STREET
MERRIMACK CANAL
MARKET MILLS VISITOR CENTER PARKING LOT
PARK VISITOR CENTER
MARKET STREET
INTERIM PEDESTRIAN CONNECTIONS TO CANALWAY
"HOMAGE TO WOMEN"
DEV. POTENTIAL
ALTERNATE PEDESTRIAN ROUTE
MODERN INDUSTRIAL BLDG
CANAL PLACE CONDOMINIUMS
MARKET STREET GARAGE
PREFERRED ROUTE
DEVELOPMENT POTENTIAL
PRESCOTT STREET
EASTERN CANAL
WANG EDUCATION CENTER
LOWER LOCKS
PAWTUCKET CANAL
SCREEN MODERN INDUSTRIAL BLDGS.
APPLETON MILLS
HAMILTON MILLS
DEVELOPMENT POTENTIAL
CENTRAL STREET
"HUMAN CONSTRUCTION"
LOWELL HILTON
CONCORD RIVER
"PAWTUCKET PRISM"
BEST ROUTE
HAMILTON CANAL
JACKSON STREET
MAP 13

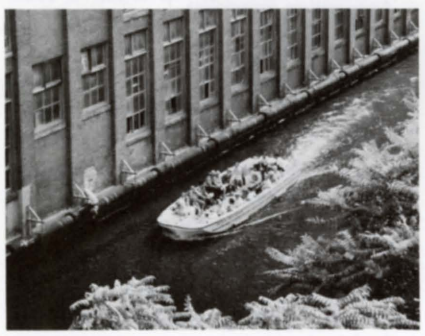
Proposed Canalway along the Western Canal



Lower Locks

needs to become a higher priority *(see Map 12)*. In addition, while a good portion of the canal is bordered by walkways, better connections need to be made to the rest of the Canalway system. This should be done through modest additions to the linear park and with new signage.

This is a fertile area for folklife programs. The tapestry of ethnic groups in this neighborhood ranges from French to Hispanic to Cambodian. A grass roots organization has already proposed creating a neighborhood exhibit about their heritage. Also, there are opportunities for public art projects as part of the physical improvements.



CULTURAL AFFAIRS

The mission of the Lowell Historic Preservation Commission is to tell the human story of the Industrial Revolution in the nineteenth century setting by encouraging cultural expression. Since 1978, the LHPC has initiated, produced, presented, cosponsored, and coordinated a wide array of activities. In the next seven years, the LHPC Cultural Affairs program will emphasize cultural development along the Canalway, folklife, education and technical assistance, and recreation.

THE CANALWAY: To enhance and interpret the canal system and related walkways and public spaces, the LHPC is proposing a number of programs for the Canalway including a Canalway festival, wayside exhibits, public art, folklife programs, and recreational activities.

The Canalway festival is to be an arts festival that combines neighborhood and downtown activities, using the Canalway as a link between the two. The Acre, Little Canada, Chapel Hill, Pawtucketville, Centralville, Belvidere, and other sections of the city border the river and canal banks. The festival will highlight the historic importance of the canal system and take advantage of this cultural resource.

Wayside exhibits and public art are two means of weaving together the significant areas, vistas, and structures along the Canalway. A plan is in the works for a simple, imaginative set of waysides which will identify the various features and explain their historical importance for the public.

The Lowell community has embarked on a ten-year campaign to commission works of public art with private and public monies for the downtown, many of these on sites along the inner loop of the Canalway. Since 1984, eight works of public art touching on themes and issues inherent in Lowell's heritage and culture have been installed on or commissioned for Canalway sites. The bulk of the funds are private donations. The Lowell community envisions some 20 works in place by 1994. Public art has proven to be a very dramatic and effective means of telling the Lowell story.

The LHPC proposes to commission new art works for sites along the outer loop of the Canalway. The approach will be to involve artists with architects and planners at the earliest stage of development. Art works along the Canalway enhance the beauty and meaning of the waterways. Plazas, bridges, walkways, architectural details, and other elements of the environment will be considered as design projects for artists and other professional collaborators.

FOLKLIFE: The enabling legislation for the Commission and the Park states that, ''the cultural heritage of many of the ethnic groups that immigrated to the United States during the nineteenth and twentieth centuries is still preserved in Lowell's neighborhoods.'' The purpose of Public Law 95-290 is to ''preserve and interpret'' the nationally significant aspects of Lowell's heritage.

In 1987-88, the American Folklife Center at the Library of Congress conducted a year-long study of Lowell's ethnic and neighborhood life, including family traditions, arts, gardens, belief systems, languages, and social events. The archive of interviews, tapes and photographs is housed in the University of Lowell's Center for Lowell History at the Patrick J. Mogan Cultural Center and at the Library of Congress. The material gathered during the Lowell Folklife Project will be used by the LHPC and National Park Service for exhibits, performances, research, and other public programs. Finally, Lowell National Historical Park has been the host for the National Folk Festival produced by the National Council for three years in a row.

To reap the benefits of this enormous amount of folklife activity, the LHPC will establish the Lowell Folklife Center. The Folklife Center will be directed by a professional folklorist who will plan and implement various research, exhibition and education programs. These programs and projects radiating from the Folklife Center will cover topics such as neighborhood history, occupational folklore, ethnic music, cultural mapping, and craft workshops. Activities will include collecting oral histories and artifacts, publishing a cultural journal, field surveys, and sponsoring community education programs.

The Folklife Center and LHPC will assist Lowell National Historical Park staff in producing a Lowell Folklife Festival modeled on the National Folk Festival. The theme of the Lowell Folklife Festival will be American Folklife, especially the urban ethnic culture exemplified by Lowell. The Lowell Folklife Festival will be staged in several small parks, all within a block of the Canalway.

Finally, the LHPC proposes developing folklife programs and sites along the Canalway that will reflect the character of Lowell's more than 50 ethnic groups. The places and activities will offer various cultural experiences and provide way stations on the Canalway.

EDUCATION/TECHNICAL ASSISTANCE: Since 1978, the LHPC has been involved in many educational and technical assistance activities — from an international conference on industrial archaeology to a window perservation workshop to the *Lowell Cultural Plan.* The LHPC will offer programs to encourage better public understanding of the human story of the Industrial Revolution and the nineteenth century architectural setting. With a goal of making Lowell an ''educative city,'' the LHPC will initiate educational programs dealing with folklife, public art, the canal system, and other areas.

The LHPC will respond to requests for technical assistance in the areas of financial advice, architectural assistance, cultural assistance, and education and outreach.

RECREATION: Lowell's rivers and canals offer rich recreational opportunities to Lowell residents and visitors. The Canalway will provide an important link between the downtown historic areas and the river for cyclists, strollers, and joggers. The paths will be designed to accommodate

these uses, and to connect the parks, picnic areas, and historic sites along the route.

The LHPC's primary role will be to evaluate the suitability of proposed recreational facilities for the Canalway path system and to encourage those that are compatible with it. The LHPC will not develop any new recreational facilities beyond the pathways on the inner and outer loops of the Canalway, and the still water basin on the Merrimack Canal.

Implementation and Budget

Many of the initiatives described in this newsletter are already underway. The LHPC will carry out its programs through the use of demonstration projects, grants, loans, and standards.

DEMONSTRATION PROJECTS: LHPC funds will be used to plan, design and construct the basic infrastructure of the Canalway and its programs. This will include building footpaths along the inner and outer loops, rehabilitating historic structures related to the canal system such as gate houses and railings, and sponsorship of the major cultural affairs programs. Demonstration projects will be carried out directly by the LHPC or through cooperative agreements with others.

GRANTS AND LOANS: The LHPC offers reimbursable matching grants to owners of nationally significant historic buildings in the Preservation District. It is proposed that the building programs remain basically unchanged, except that the Commission might elect to increase the maximum grant and loan amounts, which have not been adjusted for inflation since 1980.

To date, grants and loans have only been used to rehabilitate facades of historic buildings. Upon adoption of the *Preservation Plan Amendment*, the LHPC will begin offering matching grants to stimulate private investment in site work and landscaping associated with nationally significant structures along the canals. The program will be administered with the building grant program, and will have the same procedural requirements.

Landscape grants might be used for fencing, planting, walkways, or other improvements to the historic canal banks visible to the public. Design review will be carried out according to the Canalway standards.

Since 1981 the Lowell Historic Preservation Commission has offered cultural grants on a competitive basis to qualified organizations, individuals, or agencies. All grants are intended to foster cultural expression related to Lowell's historic themes. While there are many kinds of projects and activities for which grants can be used, each must contribute to a better understanding of Lowell's history and reflect the human story of the Industrial Revolution. The LHPC will continue to support a wide variety of cultural programs throughout the Preservation District.

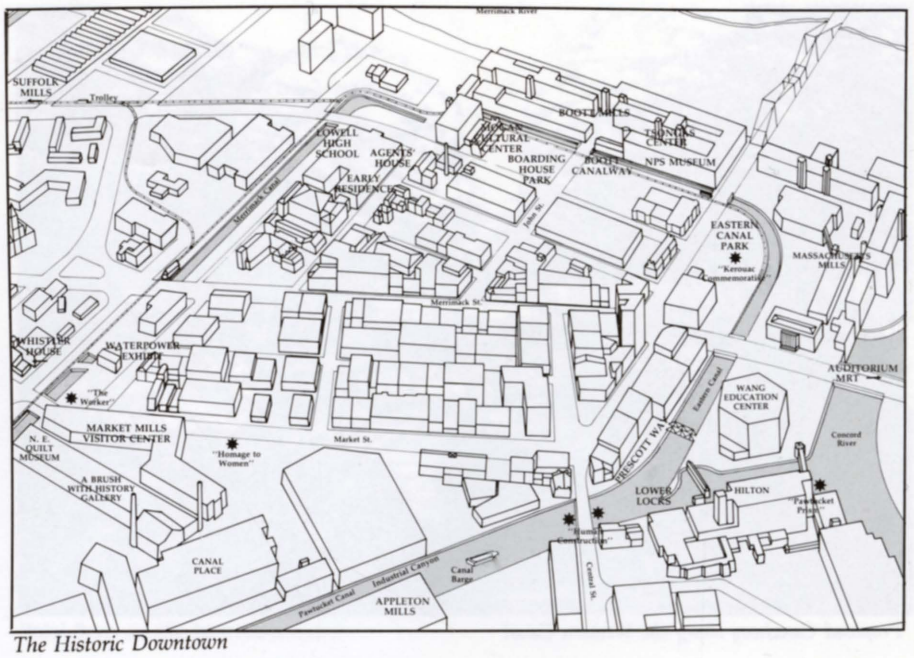
CANALWAY DEVELOPMENT STANDARDS:

One of the most important sections of the *Preservation Plan* is its statement on standards for historic preservation and new construction in the Preservation District. While the original standards included information on how to build and rehabilitate structures near the canals, they need to be expanded now that the Canalway is becoming a reality. Most important is an understanding of the significance of the canal system.

The Canalway is becoming a pleasant place for people to enjoy walking near water, but it must not be forgotten that these lands are historically sensitive and that their industrial character should not be compromised. The Canalway will combine accurate restorations of the canal control structures (gate houses, dams, boat locks) with well-designed contemporary walkways and parks. The standards and review process will control the "canalscape" of buildings bordering both sides of the canals, even though the Canalway paths will extend along only one canal bank in most cases.

A detailed statement on Canalway standards appears in the Appendix of the *Preservation Plan Amendment*. It will be used as the basis for an amendment to the Historic Board's review regulations. The Canalway standards address the following issues:

- ★ Restoration of the Historic Designed Canalscape
- ★ Rehabilitation of the Modern Designed Canalscape
- ★ Maintenance of Existing Designed Canalscape
- ★ Development of New
  - Canalscape
  - Railings
  - Walks
  - Curbs, Steps and Drainage
  - Fences
  - Lighting
  - Canalside Furniture
  - Plant Materials
  - Historic Artifacts and New Public Art



The Historic Downtown

DEVELOPMENT BUDGET — MAJOR PROJECTS

Canalway Projects

Upper Pawtucket Canal — $2,190,000
Build walkway to connect Canalway with Merrimack River along Pawtucket Canal; location for community gardens, public art, and folklife projects; restore gatehouse.

Swamp Locks — $1,755,000
Restore gate house, build walkways around key historic lock complex to be made operable by Heritage State Park. Public Art. Key location on Outer Loop.

Western Canal — $1,530,000
Refurbish and extend existing walkways on outer loop; site improvements for community gardens, folklife, and public art projects.

Merrimack Canal — $1,075,000
Repair canal gates to create still water recreation facility on inner loop; restore historic landscape.

Northern Canal — $400,000
Rehabilitate railings and restore historic walkway on outer loop. Facilities for public art and folklife projects.

Eastern Canal — $300,000
Rehabilitate gate houses on inner loop.

Other site specific projects

Boott/Massachusetts Mills Agents' House — $900,000
Complete rehabilitation of federally owned Kirk Street building as interpretive site.

Programmatic

Grants — $2,300,000
Building, Cultural, Landscape

Cultural Affairs — $1,350,000
Folklife Center, Educational/ Technical Assistance Programs, and Cultural Events in the National Park and Preservation District.

Park Trolley — $300,000
Track extensions or additional car

TOTAL — $12,100,000

OPERATING BUDGET

Years	*Estimated Average Budget Needs Per Year*
FY 1989-1991	*$594,000*
FY 1992-1994	*$687,000*
FY 1995	*$750,000*

Lowell Historic Preservation Commission

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Gerald Wittenauer, Construction Supervisor

The *Preservation Plan Amendment* was written by Sarah Peskin, former Planning Director, with the assistance of Paul Marion, former Cultural Affairs Director. The maps were prepared by Gretchen Sanders Joy. Robert Olson of Rector Olson Associates was responsible for the Canalway sketches. The photographs are by James Higgins of Higgins and Ross.

Lowell Historic Preservation Commission
222 Merrimack Street, Suite 310
Lowell, Massachusetts 01852
508-458-7653